

And with respect even to the installment now taken

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Alumina, and 3/4¢ each for Platin and Patent Sperm.
COOPER—A fair demand prevails, and prices have advanced 1/2¢.
SALES OF 10,000 lb American Ingot at 19¢ for Baltimore and 18¢ for New York.

CHEMICALS are quiet; we do not hear of any transaction.
DISSOLVING—Low priced and in large quantities.
SODA—No. 1, 15¢; No. 2, 14¢; No. 3, 13¢.

FLOUR AND MEAL—The demand for Western, Canal and other brands is not so strong as it was some time ago. Flour and meal with light receipts, favorable private advices from Africa, and less firmness in freight, prices of the low grade are lower. The better and the better grades are still higher. No. 1, 44¢; No. 2, 43¢; No. 3, 42¢; No. 4, 41¢; No. 5, 40¢; No. 6, 39¢; No. 7, 38¢; No. 8, 37¢; No. 9, 36¢; No. 10, 35¢; No. 11, 34¢; No. 12, 33¢; No. 13, 32¢; No. 14, 31¢; No. 15, 30¢; No. 16, 29¢; No. 17, 28¢; No. 18, 27¢; No. 19, 26¢; No. 20, 25¢; No. 21, 24¢; No. 22, 23¢; No. 23, 22¢; No. 24, 21¢; No. 25, 20¢; No. 26, 19¢; No. 27, 18¢; No. 28, 17¢; No. 29, 16¢; No. 30, 15¢; No. 31, 14¢; No. 32, 13¢; No. 33, 12¢; No. 34, 11¢; No. 35, 10¢; No. 36, 9¢; No. 37, 8¢; No. 38, 7¢; No. 39, 6¢; No. 40, 5¢; No. 41, 4¢; No. 42, 3¢; No. 43, 2¢; No. 44, 1¢; No. 45, 0¢; No. 46, 0¢; No. 47, 0¢; No. 48, 0¢; No. 49, 0¢; No. 50, 0¢; No. 51, 0¢; No. 52, 0¢; No. 53, 0¢; No. 54, 0¢; No. 55, 0¢; No. 56, 0¢; No. 57, 0¢; No. 58, 0¢; No. 59, 0¢; No. 60, 0¢; No. 61, 0¢; No. 62, 0¢; No. 63, 0¢; No. 64, 0¢; No. 65, 0¢; No. 66, 0¢; No. 67, 0¢; No. 68, 0¢; No. 69, 0¢; No. 70, 0¢; No. 71, 0¢; No. 72, 0¢; No. 73, 0¢; No. 74, 0¢; No. 75, 0¢; No. 76, 0¢; No. 77, 0¢; No. 78, 0¢; No. 79, 0¢; No. 80, 0¢; No. 81, 0¢; No. 82, 0¢; No. 83, 0¢; No. 84, 0¢; No. 85, 0¢; No. 86, 0¢; No. 87, 0¢; No. 88, 0¢; No. 89, 0¢; No. 90, 0¢; No. 91, 0¢; No. 92, 0¢; No. 93, 0¢; No. 94, 0¢; No. 95, 0¢; No. 96, 0¢; No. 97, 0¢; No. 98, 0¢; No. 99, 0¢; No. 100, 0¢; No. 101, 0¢; No. 102, 0¢; No. 103, 0¢; No. 104, 0¢; No. 105, 0¢; No. 106, 0¢; No. 107, 0¢; No. 108, 0¢; No. 109, 0¢; No. 110, 0¢; No. 111, 0¢; No. 112, 0¢; No. 113, 0¢; No. 114, 0¢; No. 115, 0¢; No. 116, 0¢; No. 117, 0¢; No. 118, 0¢; No. 119, 0¢; No. 120, 0¢; No. 121, 0¢; No. 122, 0¢; No. 123, 0¢; No. 124, 0¢; No. 125, 0¢; No. 126, 0¢; No. 127, 0¢; No. 128, 0¢; No. 129, 0¢; No. 130, 0¢; No. 131, 0¢; No. 132, 0¢; No. 133, 0¢; No. 134, 0¢; No. 135, 0¢; No. 136, 0¢; No. 137, 0¢; No. 138, 0¢; No. 139, 0¢; No. 140, 0¢; No. 141, 0¢; No. 142, 0¢; No. 143, 0¢; No. 144, 0¢; No. 145, 0¢; No. 146, 0¢; No. 147, 0¢; No. 148, 0¢; No. 149, 0¢; No. 150, 0¢; No. 151, 0¢; No. 152, 0¢; No. 153, 0¢; No. 154, 0¢; No. 155, 0¢; No. 156, 0¢; No. 157, 0¢; No. 158, 0¢; No. 159, 0¢; No. 160, 0¢; No. 161, 0¢; No. 162, 0¢; No. 163, 0¢; No. 164, 0¢; No. 165, 0¢; No. 166, 0¢; No. 167, 0¢; No. 168, 0¢; No. 169, 0¢; No. 170, 0¢; No. 171, 0¢; No. 172, 0¢; No. 173, 0¢; No. 174, 0¢; No. 175, 0¢; No. 176, 0¢; No. 177, 0¢; No. 178, 0¢; No. 179, 0¢; No. 180, 0¢; No. 181, 0¢; No. 182, 0¢; No. 183, 0¢; No. 184, 0¢; No. 185, 0¢; No. 186, 0¢; No. 187, 0¢; No. 188, 0¢; No. 189, 0¢; No. 190, 0¢; No. 191, 0¢; No. 192, 0¢; No. 193, 0¢; No. 194, 0¢; No. 195, 0¢; No. 196, 0¢; No. 197, 0¢; No. 198, 0¢; No. 199, 0¢; No. 200, 0¢; No. 201, 0¢; No. 202, 0¢; No. 203, 0¢; No. 204, 0¢; No. 205, 0¢; No. 206, 0¢; No. 207, 0¢; No. 208, 0¢; No. 209, 0¢; No. 210, 0¢; No. 211, 0¢; No. 212, 0¢; No. 213, 0¢; No. 214, 0¢; No. 215, 0¢; No. 216, 0¢; No. 217, 0¢; No. 218, 0¢; No. 219, 0¢; No. 220, 0¢; No. 221, 0¢; No. 222, 0¢; No. 223, 0¢; No. 224, 0¢; No. 225, 0¢; No. 226, 0¢; No. 227, 0¢; No. 228, 0¢; No. 229, 0¢; No. 230, 0¢; No. 231, 0¢; No. 232, 0¢; No. 233, 0¢; No. 234, 0¢; No. 235, 0¢; No. 236, 0¢; No. 237, 0¢; No. 238, 0¢; No. 239, 0¢; No. 240, 0¢; No. 241, 0¢; No. 242, 0¢; No. 243, 0¢; No. 244, 0¢; No. 245, 0¢; No. 246, 0¢; No. 247, 0¢; No. 248, 0¢; No. 249, 0¢; No. 250, 0¢; No. 251, 0¢; No. 252, 0¢; No. 253, 0¢; No. 254, 0¢; No. 255, 0¢; No. 256, 0¢; No. 257, 0¢; No. 258, 0¢; No. 259, 0¢; No. 260, 0¢; No. 261, 0¢; No. 262, 0¢; No. 263, 0¢; No. 264, 0¢; No. 265, 0¢; No. 266, 0¢; No. 267, 0¢; No. 268, 0¢; No. 269, 0¢; No. 270, 0¢; No. 271, 0¢; No. 272, 0¢; No. 273, 0¢; No. 274, 0¢; No. 275, 0¢; No. 276, 0¢; No. 277, 0¢; No. 278, 0¢; No. 279, 0¢; No. 280, 0¢; No. 281, 0¢; No. 282, 0¢; No. 283, 0¢; No. 284, 0¢; No. 285, 0¢; No. 286, 0¢; No. 287, 0¢; No. 288, 0¢; No. 289, 0¢; No. 290, 0¢; No. 291, 0¢; No. 292, 0¢; No. 293, 0¢; No. 294, 0¢; No. 295, 0¢; No. 296, 0¢; No. 297, 0¢; No. 298, 0¢; No. 299, 0¢; No. 300, 0¢; No. 301, 0¢; No. 302, 0¢; No. 303, 0¢; No. 304, 0¢; No. 305, 0¢; No. 306, 0¢; No. 307, 0¢; No. 308, 0¢; No. 309, 0¢; No. 310, 0¢; No. 311, 0¢; No. 312, 0¢; No. 313, 0¢; No. 314, 0¢; No. 315, 0¢; No. 316, 0¢; No. 317, 0¢; No. 318, 0¢; No. 319, 0¢; No. 320, 0¢; No. 321, 0¢; No. 322, 0¢; No. 323, 0¢; No. 324, 0¢; No. 325, 0¢; No. 326, 0¢; No. 327, 0¢; No. 328, 0¢; No. 329, 0¢; No. 330, 0¢; No. 331, 0¢; No. 332, 0¢; No. 333, 0¢; No. 334, 0¢; No. 335, 0¢; No. 336, 0¢; No. 337, 0¢; No. 338, 0¢; No. 339, 0¢; No. 340, 0¢; No. 341, 0¢; No. 342, 0¢; No. 343, 0¢; No. 344, 0¢; No. 345, 0¢; No. 346, 0¢; No. 347, 0¢; No. 348, 0¢; No. 349, 0¢; No. 350, 0¢; No. 351, 0¢; No. 352, 0¢; No. 353, 0¢; No. 354, 0¢; No. 355, 0¢; No. 356, 0¢; No. 357, 0¢; No. 358, 0¢; No. 359, 0

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Receipts or Produce.
Sept. 13.—5,252 lbs. Flour, 50¢; 100 lbs. Meal, 15¢.
Wheat, 100 lbs., 15¢; 100 lbs. Buckwheat, 7¢.
Corn, 100 lbs., 15¢; 100 lbs. Oats, 15¢.
Rye, 100 lbs., 15¢; 100 lbs. Barley, 15¢.
Sorghum, 100 lbs., 15¢; 100 lbs. Millet, 15¢.
Buckwheat, 100 lbs., 15¢; 100 lbs. Rice, 15¢.
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Sorghum, 100 lbs., 15¢; 100 lbs. Millet, 15¢.
Buckwheat, 100 lbs., 15¢; 100 lbs. Rice, 15¢.

LANDING FOR MAN-O'-WAR BOATS.—At any hour of the day we may now witness crows, in the barge, pinnace, or launch, of some vessel, American or foreign, careering over the water in the vicinity of the Battery. There have been many well's part, half a dozen naval vessels anchor in the harbor. At present we have the Frigate's Cabinet and Jerome Napoleon, the Brazilian steam corvette Bahabrie, beside three or four American war ships, and not long since we had Sardinian, Italian, and other foreign representatives. yet we have no decent landing-place for man-o'-war boats around the whole city. At the Battery, the

accommodate, one provided consist of a rickety ship's wooden stairs, originally built by some two-shilling boatman, at an expense of not more than two or three dollars. The Governor's Island barge landing is much better, though necessarily kept in tolerable repair. We observe, also, that oystermen are permitted to use up the harbor in the vicinity of the latter landing with oysterhells, which have accumulated for years. The sooner the proper authorities build a good, permanent, commodious, stone landing-place for boats will be better for the reputation of the port.

years that deceased was out of employment, and family relations had been rather unhappy, and on Wednesday evening, having come to the conclusion to abbreviate his time on earth, he went to a drug store and informed the clerk that he had resolved upon suicide, requesting some poison with which to carry out his idea. A harmless powder was given to him, but he declined to operate; so, finding that he was still alive, he went to another drugstore's store and asked for arsenic with which to kill rats. Here he procured the poison, and he was soon afterward found dead. The jury rendered a verdict in accordance with the facts of the case.

District Attorney, applied for an order empowering the Prize Commissioners to open the hatches of prize vessels in this port in order that they may be examined by the agent of the Navy Department now in this city, with a view, it found suitable, of using the same gunboats for the Government; the value of the vessels to be paid into Court by the Government. The Court granted the motion.

A COLLISION AND LOSS OF LIFE.—The schooner Joseph, of Boston, while lying off the Battery on Tuesday night, was run into by an unknown steamer, having a canal boat in tow, which carried away the boom, outrigger, stove in bow, and did other damage. On Friday morning, while getting the jibboom replaced, the schooner was again run into by a native

Massachusetts, aged 36 years, fell overboard and was lost. The body has not been recovered.